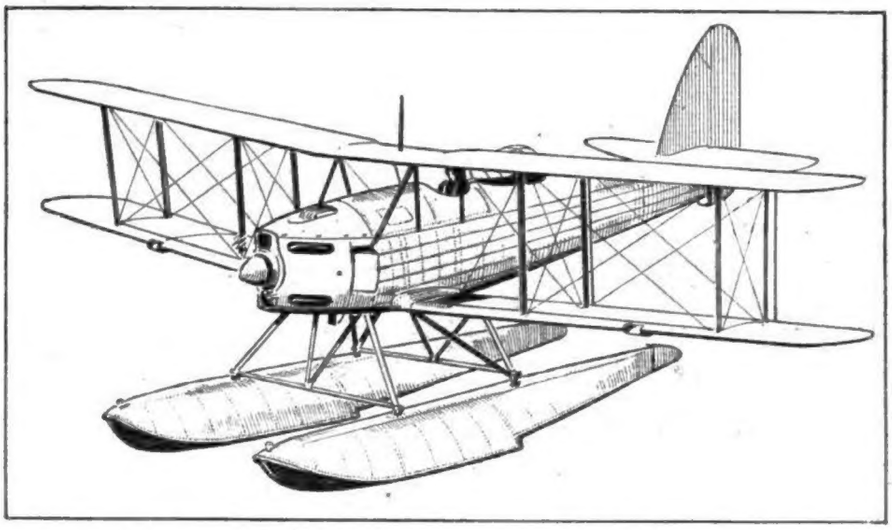
plate of the Alclad covering being curled over along one edge, the resultant lip taking the place of the usual riveted-on stringer. Thus each plate virtually provides its own stringer. The frames, of course, are notched to receive the lipped edges.

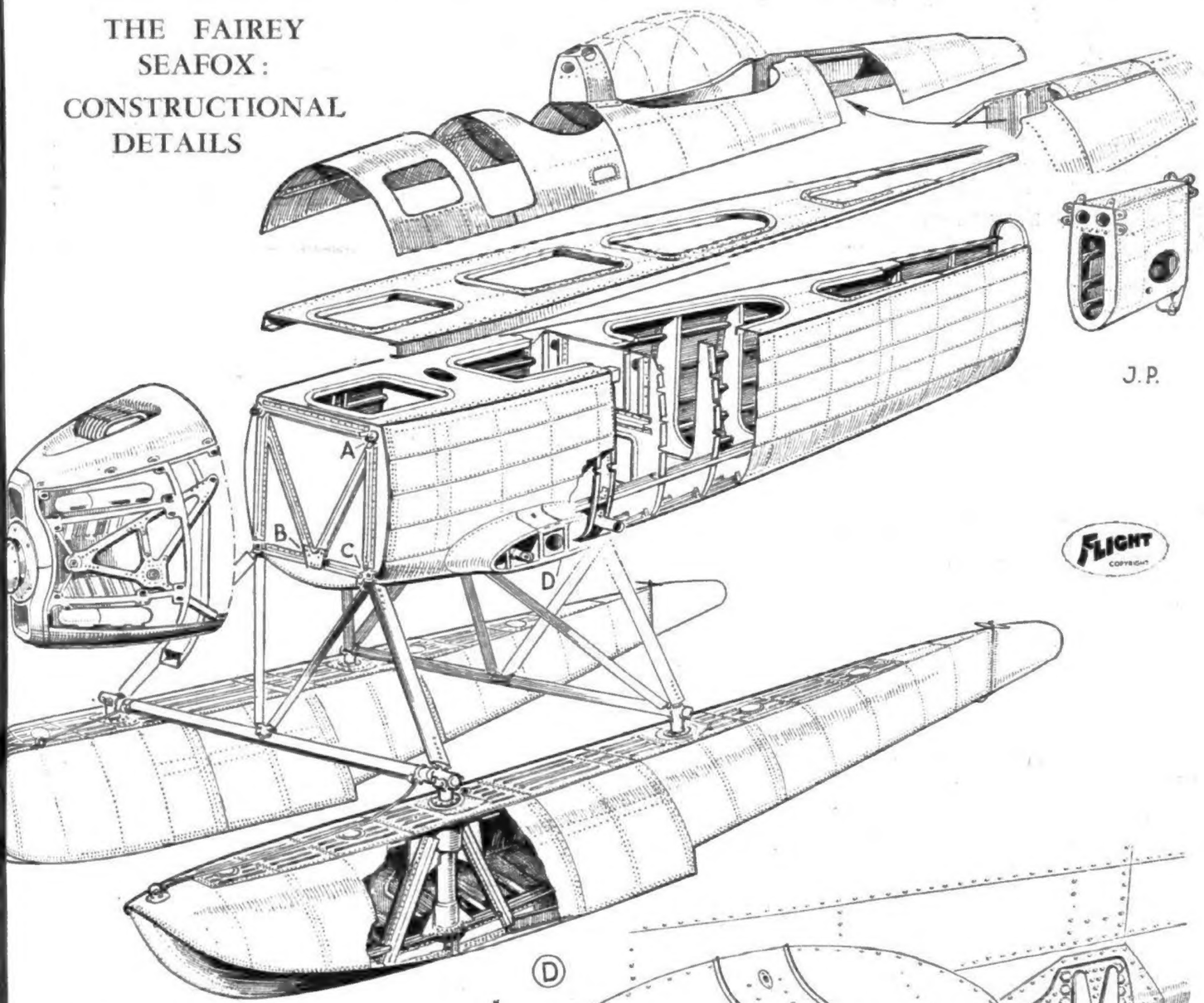
Aft of the fuselage main portion is the tail wedge, which is bolted on as a separate unit. This carries the three-spar metal-skinned tailplane, which resembles in construction that of the Battle. Attachment is by taper bolts with split bushes. The fin is likewise metal-skinned.

The forty-foot two-bay folding wings have Handley Page leading-edge slots (top planes only) and ailerons and Fairey flaps of high aspect ratio. Conventional two-spar construction is used, the spars picking up at the roots as shown in the sketches. They have booms of "figure eight" section of drawn-steel tube and have steel drag ribs and ordinary ribs of

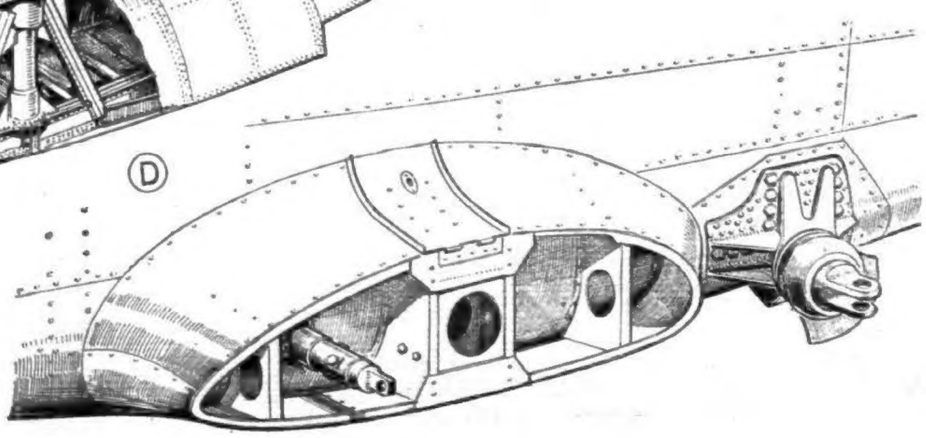


This sketch not only serves as a key to the accompanying drawings but indicates the general layout of the Seafox.

THE FAIREY SEAFOX: CONSTRUCTIONAL DETAILS



The large "exploded" sketch reveals how the Seafox is constructed in a number of units, facilitating the installation of equipment.



The root end fittings of the lower main planes. The rear spar attachment also serves as a catapult spool.